

## 4.16 Transportation/Traffic

This section of the TEIR is based on the technical report, *Traffic Impact Analysis, Pauma Casino Expansion Project EIR*, prepared by VRPA Technologies (2007) and attached to this TEIR as Appendix F.

Development along the SR-76 corridor has been substantial and the need for improvements to the roadway has been well documented. Caltrans prepared a Transportation Concept Summary for SR-76 in January 2006. That document was considered a starting point for the evaluation of the corridor needs. Caltrans subsequently contracted with the Reservation Transportation Authority (RTA) to prepare the Draft SR-76 East Corridor Study in March 2007. The emphasis of the RTA study is to develop partnerships between Native American tribal governments, the County of San Diego, developers, local community planning groups, the San Diego Association of Governments (SANDAG), the environmental resource agencies, and the public for construction of necessary improvements to the SR-76 corridor. The RTA study identified curve corrections, turn lanes, site distance improvements, and intersection improvements along the roadway. Because SR-76 passes through hilly terrain with a number of curves, vehicle speeds and traffic accident issues are as important as levels of service, if not more so. Therefore, the RTA and Caltrans traffic studies have also evaluated accident data findings to determine what roadway improvements could reduce or avoid traffic accidents.

### Impact Analysis

***Would the proposed project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?***

Trip generation for the expanded casino is based on 100 daily trips per 1,000 square feet of gaming area. It is assumed that the new hotel would generate 3 trips per room, a trip generation rate that is accepted for hotels associated with casinos in San Diego County. Based on these criteria, the project is estimated to generate 4,848 ADT with 339 PM peak hour trips (161 inbound/178 outbound). The AM peak period was not analyzed as the site is projected to generate a very small amount of traffic between 7:00-9:00 AM.

The project traffic was distributed to the street system based on the proximity of I-15 to the site, the population distribution, and the location of other gaming facilities. Approximately 8 percent of the trips are assumed to arrive/depart from areas east of the hotel and expanded casino. The assignment of 20 percent along north I-15 is due to potential patrons in Riverside County. The 30 percent assignment west of I-15 on SR-76 is due to SR-76 being a direct feeder into Oceanside and to Interstate 5 serving patrons from Orange County and Los Angeles. The 40 percent assigned to south I-15 is due to the large population base of the San Diego metropolitan area. Figures 22 and 23 show the assignment of project traffic based on the established trip distribution percentages and project PM peak hour traffic.

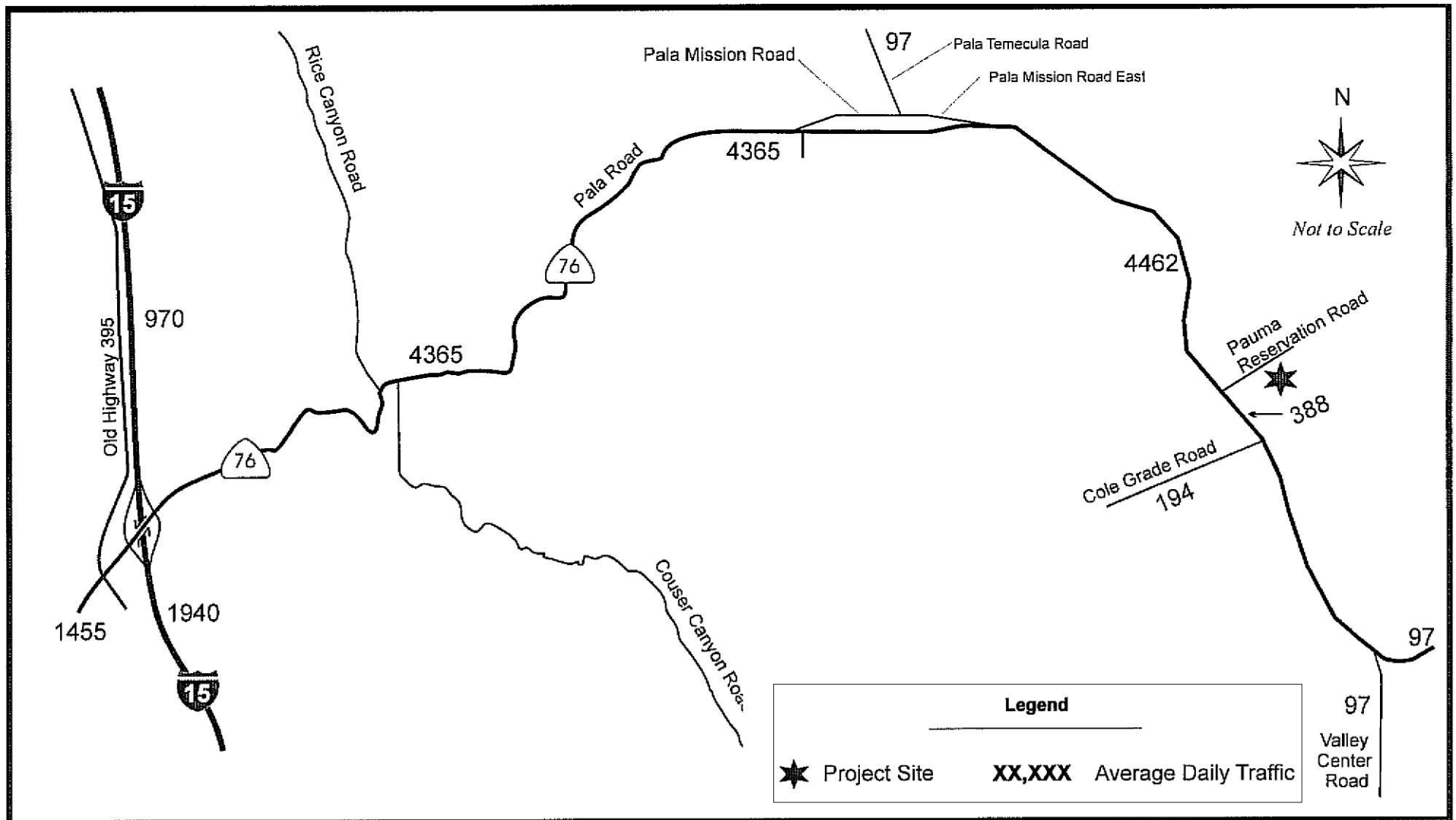
**Near-term Plus Project.** Project traffic impacts were analyzed for the year 2009, the anticipated year of completion of the project. It was assumed that existing traffic volumes would increase at the rate of 3 percent per year between the existing 2006 conditions and 2009. Figures 24 and 25 show the near-term plus project average daily traffic volumes and PM peak hour traffic.

The addition of project traffic to SR-76 would result in the following degradation of segment level of service: West of I-15 would change from LOS C to LOS D; east of I-15 to Cole Grade Road would change from LOS E to LOS F; east of Valley Center Road would change from LOS B to LOS C. On Pauma Reservation Road adjacent to SR-76, the LOS would change from B to D, and on Cole Grade Road, from C to D. There would be no change of LOS in the remaining segments in the study area. The Proposed Project would add more than 200 trips to the following Circulation Element.

Roads operating at LOS E or F: SR-76 west of Old Highway 395, and SR-76 from I-15 to Cole Grade Road. According to County of San Diego guidelines for determining significance, there would be a significant traffic impact on these segments (**Impacts T-1 and T-2**) (County of San Diego 2006).

The addition of project traffic would result in a significant impact at two intersections, SR-76/I-15 NB ramps and SR-76/Pauma Reservation Road. The signalized SR-76/I-15 NB ramps intersection would operate at LOS F without the project, and the project would add more than 5 peak hour trips (**Impact T-3**). The unsignalized SR-76/Pauma Reservation Road intersection would change from LOS D to LOS F (**Impact T-4**). All other signalized intersections would operate at LOS D or better (Table 13).

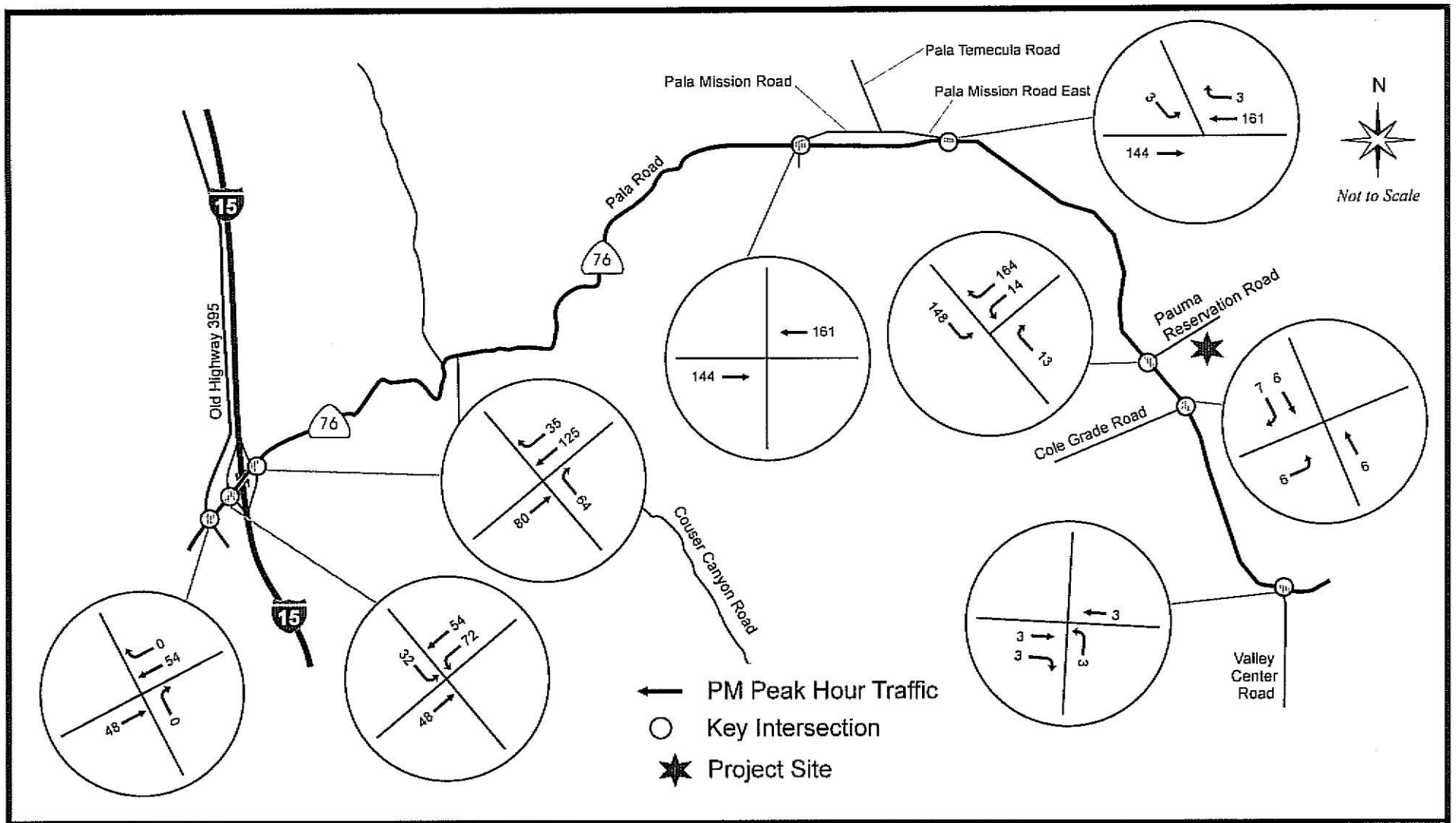
**Horizon Year Without Project and With Project.** Future traffic conditions in the study area in the Year 2030 estimated using the SANDAG regional model. Average daily and PM peak hour traffic volumes in 2030 without and with the project are shown in Figures 26 through 29. The addition of project traffic to the estimated SR-76 2030 traffic would result in the following degradation of segment level of service: Pala Mission Road to Cole Grade Road would change from LOS E to LOS F. There would be no change of LOS in the remaining segments in the study area. The Proposed Project would add more than 200 trips to the following Circulation Element roads operating at LOS E or F: SR-76 west of Old Highway 395, SR-76 west of I-15, and SR-76 from I-15 to Cole Grade Road. According to County of San Diego guidelines for determining significance, there would be a significant traffic impact on these segments (**Impacts T-3, T-4, and T-5**).



Source: VRPA Technologies

Figure 22  
Distribution of Project Traffic

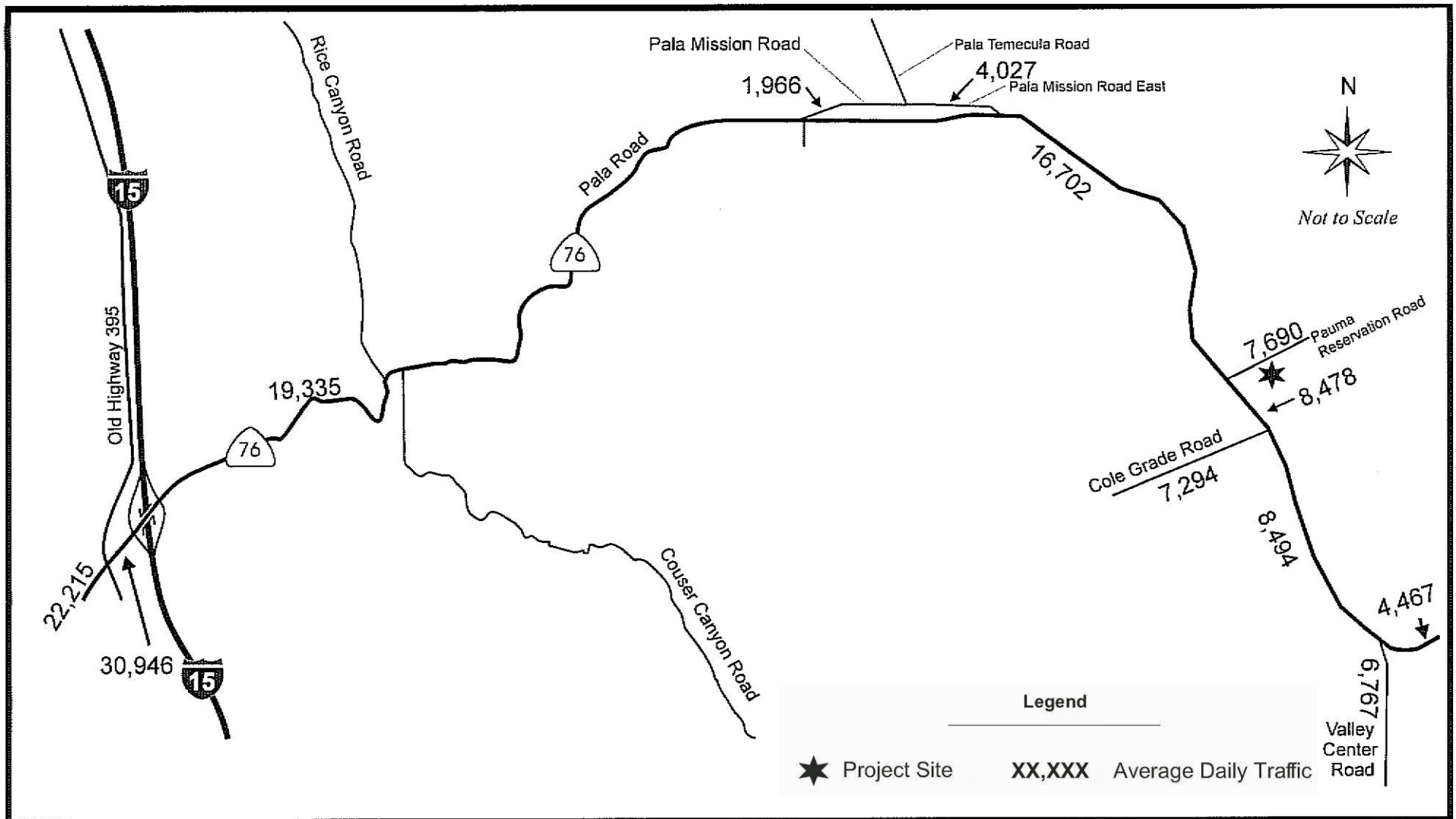
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Source: VRPA Technologies

Figure 23  
PM Peak Hour Traffic

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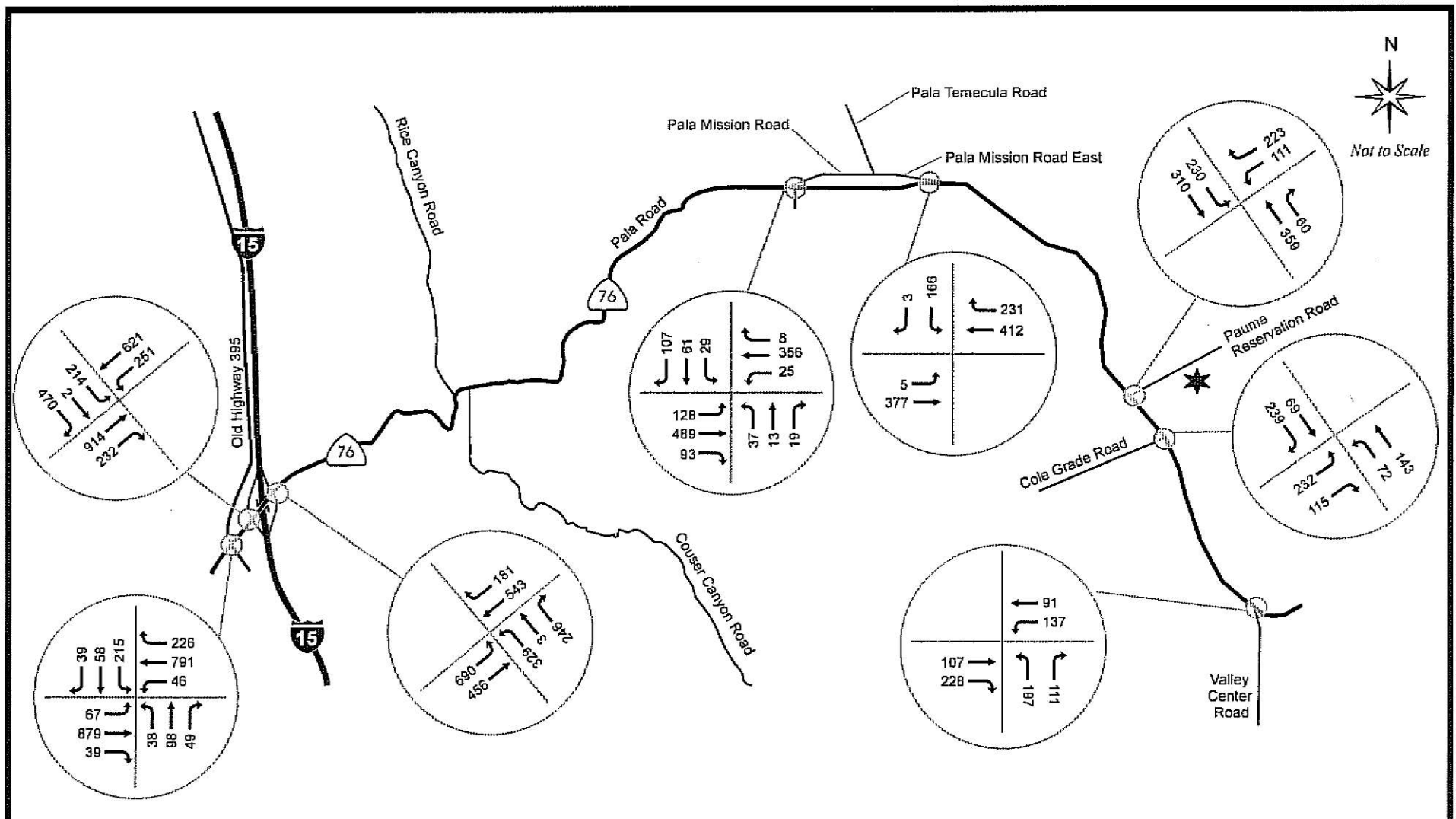


Source: VRPA Technologies

Figure 24  
Near Term Plus Project Traffic Average Daily Traffic

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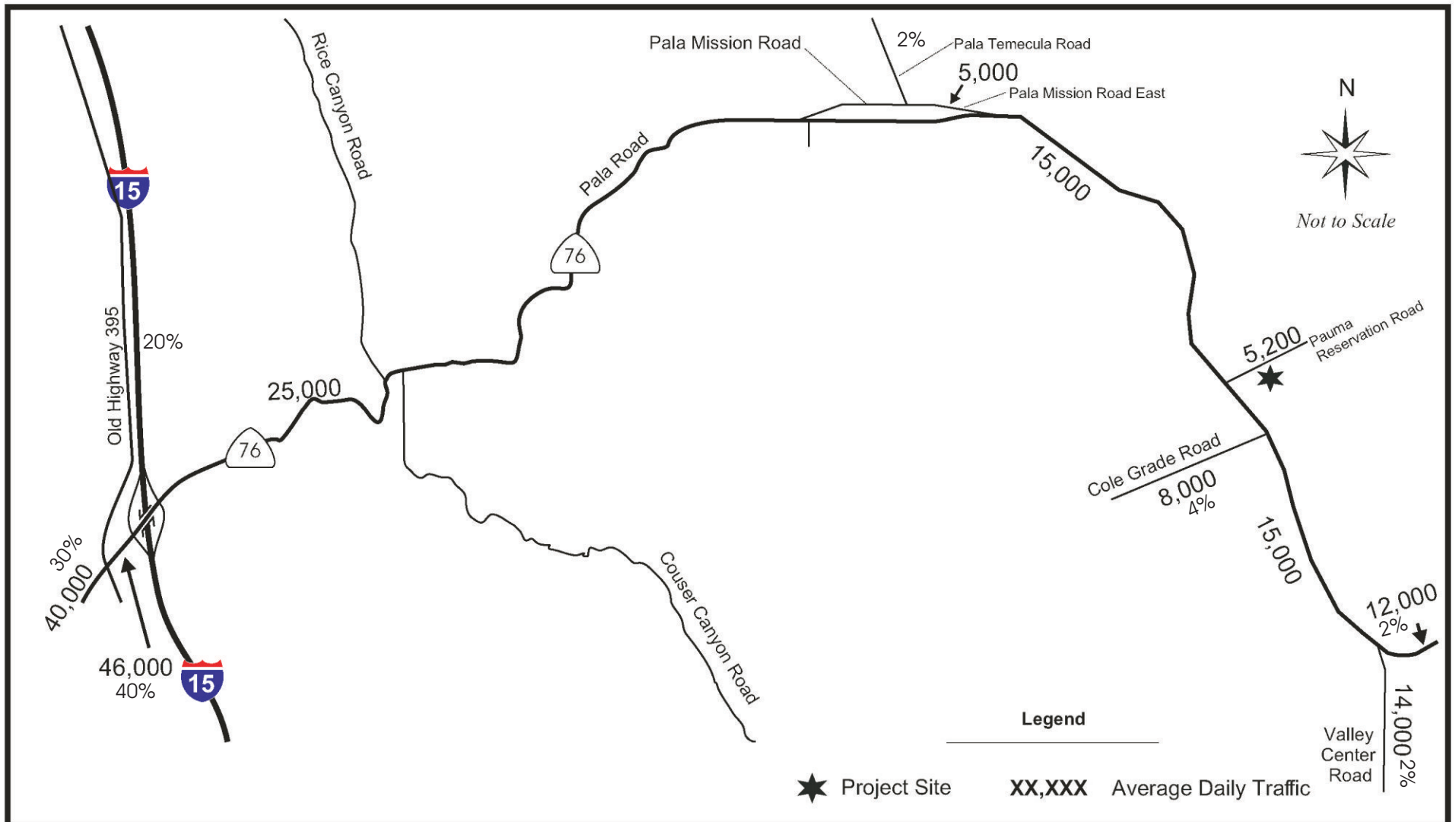




Source: VRPA Technologies

Figure 25  
Near Term Plus Project PM Peak Hour Traffic

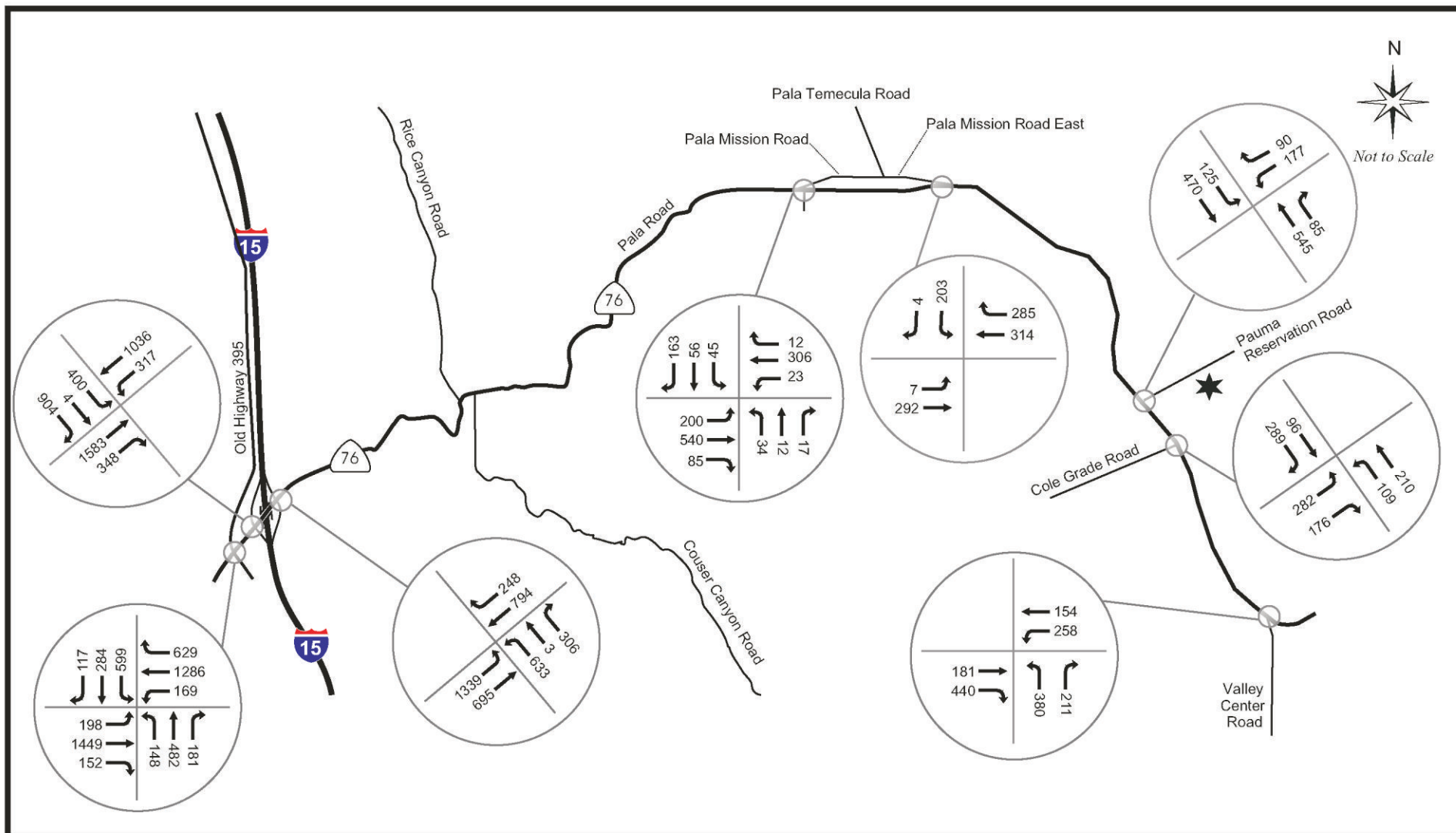
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Source: VRPA Technologies

Figure 26  
Horizon Year 2030 Average Daily Traffic Without Project

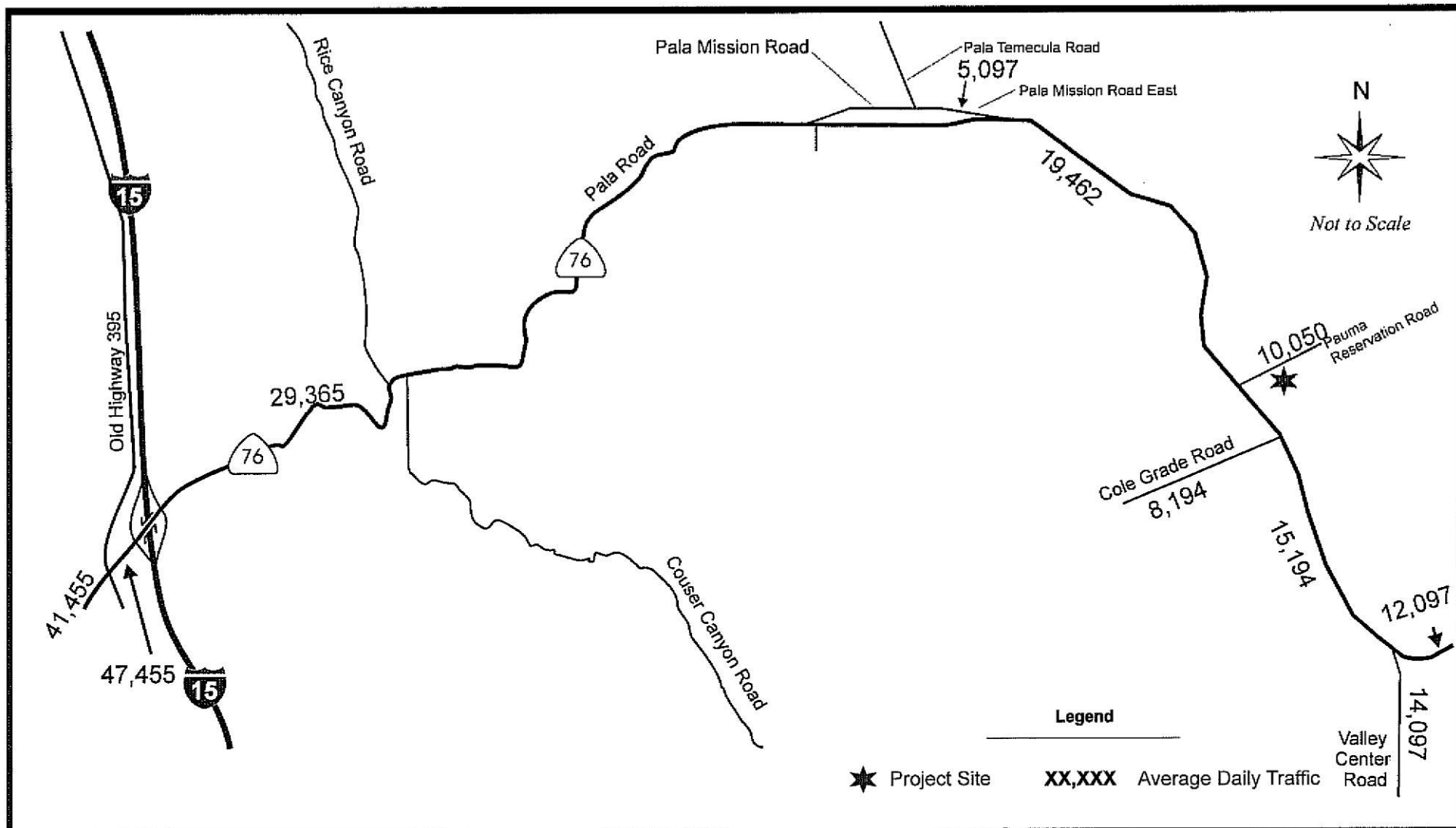
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Source: VRPA Technologies

Figure 27  
Horizon Year 2030 PM Peak Traffic

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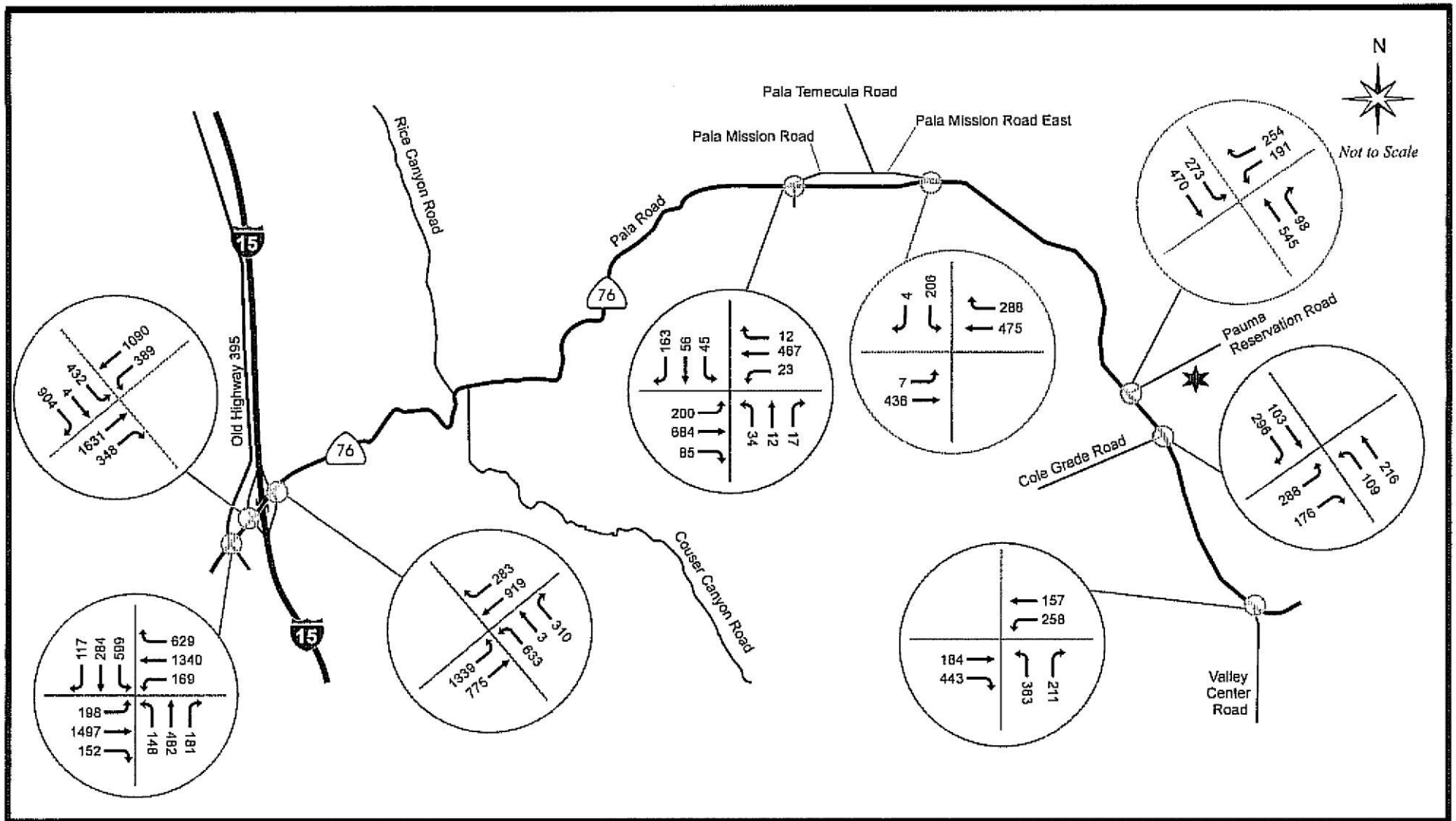


Source: VRPA Technologies

Figure 28  
Horizon Year 2030 With Project Average Daily Traffic

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Source: VRPA Technologies

Figure 29  
Horizon Year 2030 With Project PM Peak Traffic With Project

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The addition of project traffic would result in a significant impact at three signalized intersections, SR-76/Old Highway 395, SR-76/I-5 NB ramps and SR-76/I-5 SB ramps. Each intersection would operate at LOS F without the project, and the project would add more than 5 peak hour trips (**Impacts T-6, T-7, and T-8**) (Table 13). The addition of project traffic would result in a significant impact at two unsignalized intersections, SR-76/Pauma Reservation Road and SR-76/Cole Grade Road. At each intersection the project would add more than five trips to a critical movement when the intersection would operate at LOS F without the project. There would be a less than significant impact at the remaining intersections.

**Table 13. Intersection Operations (PM Peak Hour)**

Intersection	Existing (2006)		Near Term (2009)		Near Term (2009) + Project		Horizon Year (2030)		Horizon Year (2030) + Project	
	Avg. Delay (Sec)	LOS	Avg. Delay (Sec)	LOS	Avg. Delay (Sec)	LOS	Avg. Delay (Sec)	LOS	Avg. Delay (Sec)	LOS
SR-76/Old 395 Hwy	44.1	D	44.8	D	50.5	D	(2)	(2)	(2)	(2)
SR-76/I-15 NB Ramps	50.3	D	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
SR-76/I-15 SB Ramps	30.4	C	36.7	D	49.9	D	(2)	(2)	(2)	(2)
SR-76/Pala Mission Road West	34.3	C	34.6	C	37.8	D	(2)	(2)	(2)	(2)
SR-76/Pala Mission Road East	(1)	C	(1)	C	(1)	D	(2)	(2)	(2)	(2)
SR-76/Pauma Reservation Road	(1)	C	(1)	C	35.4	F	(2)	(2)	(2)	(2)
SR-76/Cole Grade Rd	(1)	C	(1)	C	(1)	C	(2)	(2)	(2)	(2)
SR-76/Valley Center Rd	(1)	C	(1)	C	(1)	C	(2)	(2)	(2)	(2)

(1) Unsignalized intersection. Average delay not applicable.

(2) There are ongoing corridor studies on SR-76 from Melrose to the west to SR-79 to the east, the results of those studies are expected to improve these intersections to a LOS D or better.

***Would the proposed project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?***

SR-76 is a CMP highway (County of San Diego 2006). As is noted above, the Proposed Project would contribute cumulatively to segment and intersection levels of service that exceed the CMP standards, which are the same as the County significant impact guidelines. This impact would be cumulatively significant.

***Would the proposed project substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?***

SR-76 currently features sharp curves and potentially dangerous intersections. Accident data obtained by the RTA from Caltrans for the five-year period of 2001-2005 indicate that there have been 693 accidents along the SR-76 corridor from I-15 to SR-79. The accident rate for SR-76

exceeds the expected rate for a two-lane highway through rolling rural terrain. The RTA and Caltrans have been working to improve highway safety on SR-76. The mitigation measures recommended for the Proposed Project would assist Caltrans through fair share contributions to address these issues through the widening and realignment of SR-76 between I-15 and the Reservation. A short-term project to improve the SR-76/Pauma Reservation Road intersection has already been proposed by the RTA. This project would increase the left turn pocket, lower the roadway to the east and west to improve vertical site distance, and signalize the intersection. Figures 30 through 32 provide photographs of the existing intersection. It is not certain that this project would be completed by Caltrans prior to construction of the Proposed Project.. Therefore, the Tribe has also agreed to work with Caltrans and to fund the design and construction of the necessary improvements. With the proposed intersection improvements, this potential impact would be less than significant.

***Would the proposed project result in inadequate emergency access?***

The Proposed Project would not impede emergency access. The additions to the existing casino, the new hotel, parking structures, and access roads would meet CBC standards for emergency access, including fire suppression. This impact would be less than significant.

***Would the proposed project result in inadequate parking capacity?***

The Proposed Project includes the development of approximately 3,850 parking spaces; the parking capacity would be more than adequate. This impact would not be significant.

**Mitigation Measures**

The following mitigation measures are recommended:

**Mitigation Measure T-1:** The Tribe shall provide a fair share contribution to Caltrans for the improvement of the intersection of SR 76/I-15 NB Ramp. This is an operational improvement that has been identified by the RTA.

**Mitigation Measure T-2:** The Tribe shall immediately fund the following improvements for the intersection of SR 76/Pauma Reservation Road; fully cooperate with Caltrans in the effort to construct these improvements as soon as possible; or fund such other alternative improvements as are agreed upon by the Tribe and Caltrans (or the County, as appropriate), that provide substantially equivalent mitigation:

- Signalize
- Add an eastbound left turn lane, a westbound right turn lane, and add a southbound lane that would provide for a dedicated left turn and dedicated right turn. These improvements would result in the following lane geometry:
  - Eastbound (SR76): 1 left, 1 thru
  - Westbound (SR76): 1 thru, 1 right
  - Southbound (Pauma Reservation Road): 1 left, 1 right





Figure 30  
Eastbound SR-76

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Figure 31  
Westbound SR-76

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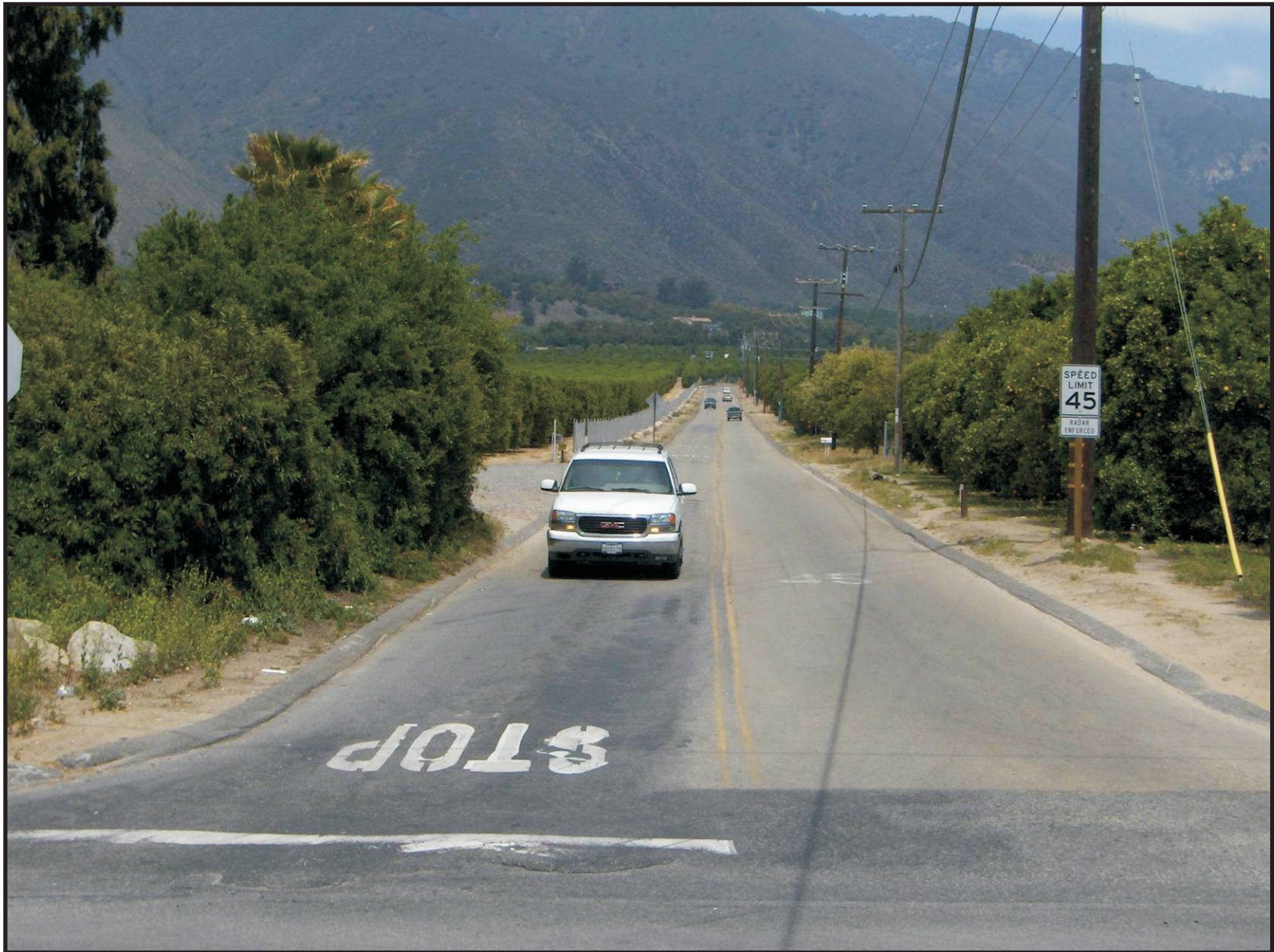


Figure 32  
Pauma Reservation Road

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Implementation of this measure would result in LOS D operation for this intersection, and the impact would be reduced to less than significant.

**Mitigation Measure T-3:** For the roadway segments and intersections listed below, Caltrans is in the process of conducting a corridor study along SR 76 from I-15 to SR 79. It is recommended that the Proposed Project pay a fair share, as determined by the MOU the Tribe will enter per Section 10.8.8 and 10.8.9 of the Tribal/State Compact, toward implementation of the results of the corridor study to address cumulative indirect traffic impacts associated with the Proposed Project.

Segments:

- SR 76, I-15 to Cole Grade Road
- SR 76 Cole Grade Road to Valley Center Road
- SR 76 East of Valley Center Road
- Valley Center Road, South of SR 76

Intersections:

- SR 76/Pala Mission Road East
- SR 76/Cole Grade Road
- SR 76/Valley Center Road

Mitigation Measure T-4: The Tribe shall require that all vendors use Pauma Reservation Road for access to and from the casino and hotel site.

### **Expanded Casino Alternative**

Under the Expanded Casino Alternative, traffic impacts would increase due to the larger facility with its additional slot machines and additional restaurants. However, traffic impacts would be less than those described for the Proposed Project due to the lack of a 400-room hotel, spa and pool, retail space, multi purpose events center, meeting space, additional food venues, and other resort facilities resulting in a decrease in overall patron visitation and reduction in those employed under the Expanded Casino Alternative. The additional traffic may not warrant the signalization and other improvements at the SR-76/Pauma Reservation Road as described for the Proposed Project. However, the Tribe would provide future fair share payments as described in mitigation measures T-1 and T-3 for the Proposed Project.

### **No Action Alternative**

The traffic impacts described for the Proposed Project would not occur under the No Action Alternative. The Tribe would also not be committed to implement the mitigation measures identified for the Proposed Project. Specifically, the Tribe would not be required to fund the signalization and associated road improvements identified for the intersection at SR-76 and Pauma Reservation Road, or to provide any future fair share payments for other improvements along SR-76. The existing traffic conditions at the SR-76 and Pauma Reservation Road intersection would remain and in fact worsen as traffic increases along SR-76 over time.

## **4.17 Utilities and Service Systems**

With the exception of natural gas, all utilities are available on the Project Site for the existing casino. Propane is delivered by truck and stored in above-ground propane tanks for use on the Project Site. Electricity and phone service will require upgrades on the Reservation, but should not require off-Reservation improvements (a “will serve” letter from San Diego Gas and Electric is provided in Appendix L). Water and wastewater service is available on the Reservation and will be upgraded on the Reservation. No off-Reservation improvements are required for water or wastewater. Water and wastewater are also addressed in Section 4.8, Hydrology/Water Resources.

### **Impact Analysis**

#### ***Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

As a sovereign nation, the Reservation is not subject to the treatment requirements of the Regional Water Quality Control Board, but is subject to federal clean water regulations as enforced by the EPA. The Tribe will expand its existing wastewater treatment plant to produce reclaimed water that meets or exceeds California Title 22 Standards for reuse.

#### ***Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?***

### **Water**

The project aims to minimize potential impacts on groundwater by using recycled water for irrigation and enhancing the infiltration system and capacity for groundwater recharge. The Proposed Project’s water demands will cause a net increase of 90 acre-feet per year of groundwater withdrawals. This additional withdrawal will not have a significant effect on the area water table and can be met through existing and additional wells on the Reservation. The increase in groundwater withdrawal for the Proposed Project (90 acre-feet per year) is equivalent to irrigation demands for approximately 24 acres of citrus groves.

With the construction of the proposed wells, water treatment and treated water storage facilities, adequate potable water will be available for the proposed casino and hotel as well as other uses on the Reservation, and for fire fighting purposes.

### **Wastewater Treatment**

The Proposed Project will result in wastewater flows that are generally equivalent to water usage. The average daily flow that will be treated for the proposed casino and hotel will be 227,500 gpd, with a peak daily flow of 284,000 gpd. Any excess flows can be held in a 250,000 gallon emergency storage tank.

The existing MBR facility would be expanded to meet the above flows. Capacity would be added to treat in excess of an additional 177,500 average gpd and 234,000 peak gpd. In order to provide redundancy and to allow for optimizing treated water quality for beneficial uses, the treatment system would include multiple membrane treatment units.

Due to the Tribe's desire to maintain high quality groundwater in the aquifer, the effluent discharged from the treatment system would meet the most stringent California Title 22 requirements. The Tribe intends to treat all wastewater through the MBR system for discharge through subsurface percolation within the Reservation's boundaries. Therefore, there would not be any significant environmental impacts associated with the wastewater treatment process.

***Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

The Proposed Project would require the construction of new storm water drainage facilities. These facilities would be constructed on the Reservation within the footprint of the Proposed Project, which is limited to areas that are either currently developed or are within citrus groves. The storm water drainage facilities would control the flow of water from the Project Site to Pauma Creek and would preserve water quality through the use of bioswales and vegetated detention basins. The construction of new storm water facilities would not result in any significant environmental impacts. This potential impact would be less than significant.

***Would the project result in a determination by a wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

The Tribe owns and operates its own wastewater treatment facilities. The existing wastewater treatment facility was constructed for the existing casino and, as a package treatment plant, can be expanded to meet the projected increased wastewater flows from the Proposed Project. The Proposed Project includes the expansion of the existing wastewater treatment plant. This potential impact would be less than significant.

## **Mitigation Measures**

No mitigation measures are necessary for utilities and service systems.

## **Expanded Casino Alternative**

Under the Expanded Casino Alternative, water demands and the need for wastewater treatment would occur in comparison with current levels, but would be less than those levels described for the Proposed Project. The need for additional water for both potable and fire fighting purposes would be provided by the construction of two new water wells and a 300,000 gallon reservoir. The need for additional wastewater treatment would be accommodated by the construction of a

percolation pond system. Like the Proposed Project, the infrastructure requirements and ability to provide such services remain the same. Accordingly, no mitigation measures would be required for utilities and service systems.

### **No Action Alternative**

The utilities and service systems impacts described for the Proposed Project would not occur under the No Action Alternative.